

















## NOTICES TO CONSIGNEES

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"  
FROM MIDDLESBOROUGH, GLASGOW,  
LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 22nd June, 1908. 983

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLESBOROUGH, LONDON AND PORTS.

## THE Steamship

## "GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 29th June, will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival. HOGGEGOR BROS. & GOW, Agents.

Hongkong, 22nd June, 1908. 984

## S.S. "CALEDONIAN."

## COMPAGNIES DES MESSAGERIES MARITIMES

## NOTICE

CONSIGNEES of Cargo from London, ex ss. "Matapan" and "Dorlogos," from Bordeaux ex ss. "Ville de Clotat" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after MONDAY, the 29th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th inst., or they will not be recognized. All damaged packages will be examined on MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected. E. NALIN, Acting Agent.

Hongkong, 22nd June, 1908. 985

## "TEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENEDI."

## FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd June, 1908. 989

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

## "KAWACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 1st July, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. NIPPON YUSEN KAISHA, Agents.

Hongkong, 24th June, 1908. 997

## NOTICE TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

"DEVANHA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex ss. Moldavia.  
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamer.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns. F. J. ABBOTT, Acting Superintendent.

Hongkong, 24th June, 1908. 998

**FRANZ JOSEF**  
HUNGARY'S FAVORITE APERIENT WATER

**RIGAUD'S**  
**KANANGA**  
OF JAPAN  
TOILET WATER

Beware of Imitations.

**RIGAUD & Co.**  
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**THORNE'S**  
OLD VAT



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PUBLISHED DAILY.  
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Advertising medium among the  
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Hongkong, 4th October, 1903.

## SHIPPING "RINGS"

## EASTERN CONFERENCE.

Last month the Royal Commission on Shipping "Rings" or Conferences resumed its public sittings at Winchester House, St. James's Square. The feature of the proceedings was the examination of Sir Thomas Sutherland, chairman and managing director of the P. and O. Company, who may be said practically to have stated the case for the steamship owners engaged in the Eastern trade. The Right-Hon. Arthur Cohen, K.C., chairman of the Commission presided.

Sir Thomas Sutherland dealt at the outset of his evidence with the position of the P. and O. Company, which, he said, consisted of 400,000 tons of steamshiping of the most costly kind owned in this country. The dividends had for some years averaged 9 per cent on the paid-up capital, but taking insurance losses into account the profit on the whole capital would work out at less than 7 per cent. This could hardly be considered more than a moderate return, on the light of the uncertainty which attended shipping business generally, and a small contractor's position, more particularly. Within the period during which the various conferences had existed—the last twenty-five or thirty years—the company's mail services to India, China, and Australia had been vastly accelerated and increased in importance, while at present it received a quarter of a million less in subsidy than was paid for the comparatively slow and limited service of former years.

"Explicitly," added Sir Thomas Sutherland, "the public have gained through the operation of these conferences either as the mail service is concerned. For it is quite certain the company could not have carried out the public work which they have done, and earned the moderate profit which I have mentioned, without co-operation among shipowners engaged in the same trade as themselves. Our goods traffic constitutes the most important part of our revenue, being six times the amount of our subsidy, and this revenue could never have been earned without these conference agreements, of which the rebate system is the cornerstone."

The witness went on to point out that until some years after the opening of the Suez Canal the supply of tonnage was limited, but that an entire change in the situation was evolved by the introduction of the compound engine, and tonnage soon outstripped requirements. The natural result was impoverished rates and a struggle for existence which led to several lines withdrawing from the field, although they had entered it under fair enough auspices. "It was in the late seventies that the remaining lines, then engaged in a hand-to-hand competition, began to draw together as to rates of freight by coming to arrangements between themselves and with their customers. Such was the genesis of the Eastern conferences, which had worked fairly well for nearly thirty years, though not altogether without friction or difficulties. Difficulties had occasionally cropped up, both internally and externally, but looked at purely voluntarily arrangements in which there was some scope for jealousy and misunderstanding between the lines themselves and between them and their customers, these conferences had on the whole worked well, and, in his own belief, they had been advantageous to commerce. It did not follow that merchants are guinea through disturbances of this kind. The result is that shipments are increased enormously, the markets are flooded, and an era of low prices invariably follows. Everyone then says: 'We don't want these low rates; what we require is fair rates and regularity.' Thus the conference system is justified of its children."

"HUNDREDS OF THOUSANDS LOST." "No doubt," continued Sir Thomas Sutherland, "merchants would like the conference better if they could have everything their own way. This seems to imply that whenever any casual opportunity is brought on the berth, the merchant should be free to patronize it to the detriment of the shipowner who runs his ships all the year round, and at the same time secure his conference rebate. Such a situation appears to me ridiculous and impossible. On the other hand, when a serious opposition has to be encountered, as in the struggle the other day for the trade between Antwerp and British Indian ports, the conference does everything in its power to protect their clients in this country and abroad by lowering their rates and also increasing rebates. Hundreds of thousands were lost in the Antwerp fight. It does not follow that merchants are guinea through disturbances of this kind. The result is that shipments are increased enormously, the markets are flooded, and an era of low prices invariably follows. Everyone then says: 'We don't want these low rates; what we require is fair rates and regularity.' Thus the conference system is justified of its children."

In the course of further evidence, Sir Thomas Sutherland claimed that the growth of the Suez Canal traffic bore ample testimony to the progress which had attended the work of the conference system. From 1874, when the tonnage passing through the canal amounted to 5,800,000 tons, the figure last year grew to 14,728,000 tons. It was impossible, he said, to estimate accurately the value of the increased trade which had taken place during the past twenty-four years, but if they put it at £100,000,000 sterling, they would be well within the mark. Two-thirds of this large tonnage, and perhaps a greater proportion, was owned by British and foreign lines which worked under conference agreements. He stated that the Eastern trade had been attained without the regular sailings, the low rates, and the rapid transit of the conference lines? He entirely doubted it, because since the establishment of these conference agreements there had been a steady improvement in the ships engaged, due to the ambition of owners to outvie each other in the attractiveness of their services. The impetus given by the conference to the construction and employment of these improved fleets, with their regular and rapid services, had been a most important factor in the development of the Far Eastern trade.

HELPING THE FOREIGNER. Witness deprecated the idea of any legislation which might tend towards a retrogressive policy on the part of British shipping, or any curtailment of its liberty. If, he said, anything of the kind were to be attempted, while foreign companies remained unimpaired, the tendency to construct larger and finer vessels would incline undoubtedly towards our Continental rivals. In this connection it must not be overlooked that the Continent of Europe was vaster than Great Britain, and that new foreign lines were springing up every day to contend against the supremacy which the British shipowner still held on the sea, and which our ports once held in the markets of the world. It was notorious, so far as the East was concerned, that Continental ports and foreign ships took a more considerable share of trade every year, and that their Governments afforded them both direct and indirect encouragement towards this end.

In the concluding part of his statement, the witness claimed that the most hostile critic could not controvert the broad fact that the conference lines had been singularly enterprising for the various trades in which they had been engaged, and said that, so far as he saw by the evidence, these lines had been innocent either of unfair rates or of seeking unreasonable profits.

The Chairman: Supposing the system of deferred rebates was made illegal in England, but was legal in Germany, would that injuriously affect British shipping? There can be only one answer. It would be absolutely injurious.

Captain Collins: Is it the case that rates from London to Sydney are lower than from London to Antwerp?—No, they are not lower. The statement that they are an old story.

Sir A. Bigham: Do you confer with the shippers before raising rates?—Not necessarily, though we sometimes do. We do not expect the shippers to give us notice if they are not going to ship by us.

But they are bound to ship by you, are they not, if you have their rebates?—Well, I hope so. (Laughter.)

STEAMSHIPS AS TRANSPORTS. Mr. Austin-Taylor, M.P.: You admit that the conferences think of themselves first? We should be foolish if we did not. Of course, we are all philanthropists, more or less. (Laughter.)

Is it as philanthropists, or as patriots that you build these boats, which you are strengthening the Empire in time of war?—I had in my mind the South African war, when we carried thousands of men. The ships that did that most effectively were not the tramps, and the rapid ships were a failure in regard to economy. The ships that came in and did the work so effectively were vessels of about 14 knots, with moderate passenger accommodation and large cargo space. It would be a very great gain if legalists discouraged the construction of vessels of that kind.

The only doubt I have is whether the existence of 14-knot vessels, with large carrying capacity, can only be achieved by conferences. You look forward to the time when the outward and homeward trade from Australia will be all done by regular conference lines?—I hope so.

In that case can you see any distinction between a monopoly of that kind and the railway monopoly in this country?—We poor shipowners have not the benefit of Acts of Parliament.

But if this goes on all over the world, who is to interfere when all competition is obliterated?—A monopoly created by Act of Parliament is different from one voluntarily created, and only existing by voluntary co-operation between the parties concerned.

In reply to Professor Gonne, the witness said the formation of an association of merchants to discuss matters with the conference would be of no advantage, unless the question of profit and loss to the shipowner was included. He decided against associations of merchants had been of assistance in bringing about harmonious relations.

Mr. Maddison, M.P.: You have spoken of the influence of conferences in improving the standard of steamships. Do you understand that a badly equipped ship is the best weapon with which to compete in an open market?—In an open market you naturally compete as cheaply as possible and that involves building inferior ships.

SOUTH AMERICAN TRADE. Mr. P. A. Cook, general manager of the Pacific Steam Navigation Company, gave evidence respecting the West Coast (South America) conference, and explained that if rebates were given away to the Germans would still hold ships. Conferences exercised a force to protect the country's trade which an individual company would be powerless to provide. A recent example was the steps taken to get back the paper trade with Chili, which had been diverted to the United States and Germany. Conference lines also fostered trade at small ports in a way which tramp steamers could not hope to do. The element of competition was not eliminated for conference lines were continually endeavoring to surpass each other in the matter of speed and facilities.

The Commission adjourned.

## OUR OPIUM PROTEST.

## APPRECIATED SYMPATHY.

The Times says:—It is evident that the recent action of the Colonial Office in ordering the closing of the opium divans in Hongkong has created keen resentment and called forth strong protests in the Colony. That such an effect should have been produced is hardly surprising in view of the manner in which the order was issued, and much sympathy will be felt with the feelings of the community of the island even by those who are most anxious to see the total eradication of the opium vice. The decision of the Government to direct the closing of the opium dens was apparently telegraphed to Hongkong without any previous warning that such a step would be taken, and without any attempt to consult the views of the Colonists, or to ascertain the effect which such a sudden measure might have on the finances and general welfare of the place. Though the people of Hongkong do not enjoy the advantages of self-government, they are surely entitled to claim that their interests shall be carefully considered by the authorities. It is not surprising, therefore, that they should feel keen indignation at a sudden and arbitrary action, taken with little regard for its consequences upon those immediately affected. Hongkong is the most important trading centre in the Far East and the second port in the world. A large and enterprising community of merchants is settled there, and a Chinese population of over a quarter of a million. Among the Chinese inhabitants opium smoking has been carried on, as it has in most other countries in the Far East, but the practice has only been permitted in licensed divans, which have been carefully regulated and inspected. The proceeds from the opium monopoly, farmed out to certain interests, have formed a part of the revenue of the Colony. Any immediate suppression of the licensed places for smoking will, therefore, affect not only the persons concerned in the trade but the whole body of taxpayers, who will have to make good the deficiency caused by the sudden loss of opium revenue. What sacrifices this task will entail can only be ascertained by a careful examination of existing conditions, and it is only fair to the people of Hongkong that the authorities should endeavour to prevent the imposition of the burden falling with excessive severity and injuring the prosperity of the community. From the protest drawn up by the local Chamber of Commerce, and from the motion being brought forward in the Legislative Council, it is clear that there is no desire to oppose any reasonable and genuine efforts to mitigate the abuse of opium. But the people of Hongkong are now open to a course of action that would inflict an unexpected and damaging blow to their interests. The sudden decision of the Home Government was apparently inspired by a forecast of the pressure brought to bear in the House of Commons in the debate of May 6th. In various speeches the serious evils of the opium vice were emphasised, and the Government was urged to assist, in suppressing the practice, and especially to bring to a close the system of licensing it as in the Crown Colonies. It was urged that the question was one between money and righteousness. That persons, who feel convinced of the many abuses that result from opium-smoking, should desire to see it suppressed is only natural. But while every effort should be given to those who desire to see their humane and benevolent wishes carried into effect, it must be remembered that in such a case the fulfilment of their aspirations does not touch their material interests, and does not touch the interests of others whose rights deserve con-

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 25th at 11.55 a.m.—The barometer has risen considerably in E. Japan, the depression having moved away over the Pacific.  
The barometer has fallen quietly in N. China the depression lying over the Yangtze Valley yesterday, having brushed this Yellow Sea to the South of Weihaiwei.  
Pressure is highest over the Pacific in the neighbourhood of the Bonins. It remains somewhat low over Tongking.  
Fresh to strong S.W. winds may be expected in the Formosa Channel and moderate to fresh S. monsoon over the N. part of the China Sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	S. winds, moderate; showery.
Formosa Channel.	S.W. winds, fresh or strong.
South coast of China between Hongkong and Lannao.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

## BILIOUSNESS

SICK  
HEADACHE  
AND

## DIZZINESS

ARE  
CURED  
BY

**Mother SEIGEL'S  
SYRUP**

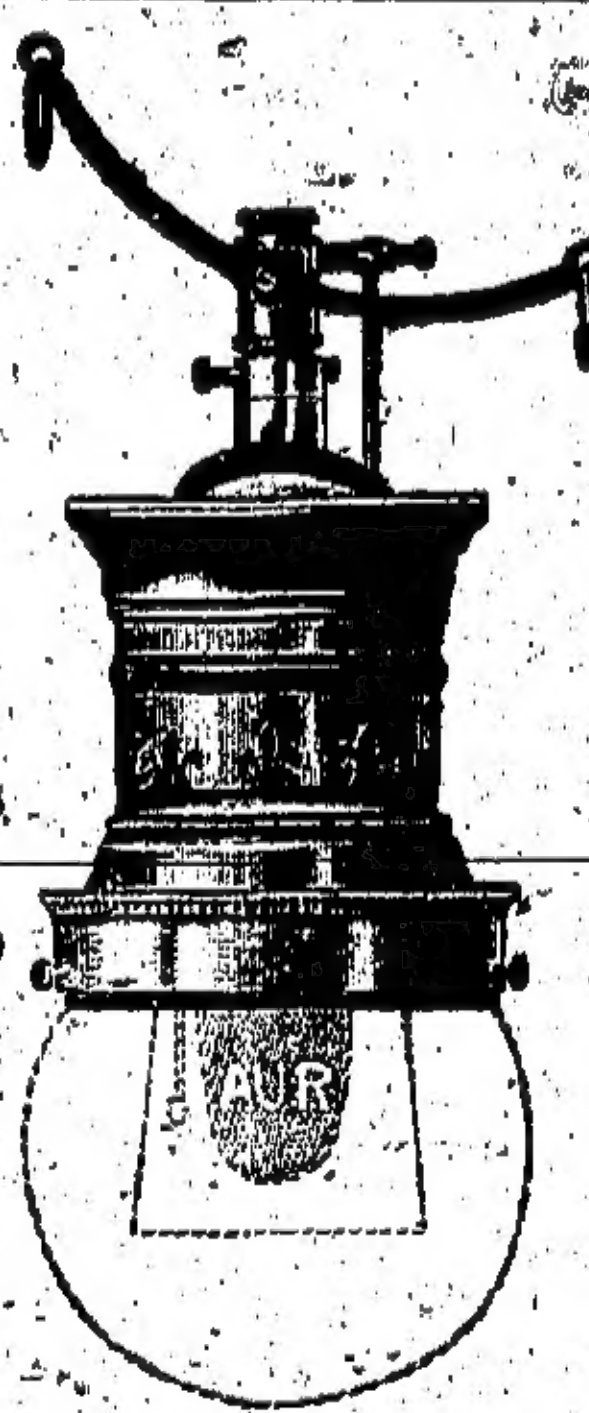
Mother Seigel's Syrup is now also prepared in TABLET FORM and sold under the name of Mother Seigel's Syrup Tablets. Price 2/6 per six only.

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**THE Steamship**  
**"CARNARVONSHIRE"**  
 Will be despatched for the above Ports  
 or about the 10th July, 1908.  
 For Freight or Passage, apply to  
**SHEWAN TOMES & CO.**  
 Agents.  
 Hongkong, 22nd June, 1908. 98

For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.  
 HONGKONG, 10th June, 1908. 8

8 LTD. MESSRS. BREWER & Co., or in  
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DAILY PRESS" Office.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA SUEZ PORTS	ARADIA	.....	Noon, 27th; See Special of Call.
SHANGHAI, MOJI, KOBE, NUBIA	.....	.....	About 4th July; Freight and and YOKOHAMA

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 26th June, 1908.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	"YCHOOW"	On 27th June, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIBNS, DOWNSVILLE, BRISBANE, SYDNEY, with	"CHANGSHA"	On 27th June, 4 P.M.
Disembarkment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE AND PERTH		
HOIHOW AND HAIPHONG	"HUPEH"	On 27th June, 4 P.M.
TSINGTAU AND CHEFOO	"NANCHANG"	On 30th June, 4 P.M.
MANILA	"TEAN"	On 30th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 26th June, 1908.

AGENTS.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAXONIA	... 30th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILVIA	... 1st July
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SLAVONIA	... 8th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 26th June, 1908.

#### HOMEWARD.

FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG:	S.S. BRISGAVIA	... 29th June
FOR HAVRE & HAMBURG:	S.S. DORTMUND	... 12th July
	S.S. ISTRIA	... 26th July
	S.S. SAXONIA	... 8th Aug.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	Friday, 26th June, at 4 P.M.
KUDAT & SANDAKAN	"BORNEO"	End of June.

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	Capt. RUD. MEYER	Wedday, 1st July, at Noon.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	"PRINZ LUDWIG"	Capt. F. W. SIEGER	About Wedday, 1st July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Capt. W. V. SENDER	Thursday, 16th July, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MEIHOERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 26th June, 1908.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"YUENSANG"	Friday, 26th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Saturday, 27th June, Noon.
SHANGHAI	"CHONGSANG"	Saturday, 27th June, 4 P.M.
TIENTSIN VIA WEIHAIWEL	"CHIPSANG"	Monday, 29th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 30th June, Noon.
SOURABAX	"CHUNGSANG"	Wednesday, 1st July, 8 P.M.
MANILA	"LOONGSANG"	Friday, 3rd July, 4 P.M.
SE'HAL, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 15th July, Noon.

### RETURN TOURS TO JAPAN.

#### OCCUPYING 24 DAYS

The steamers "KUTSANG", "NANGSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD.,

Hongkong, 26th June, 1908.

GENERAL MANAGERS.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	AMOY	Second half of June	JAVA	Second half of June
TJIBODAS.	JAVA	Second half of June	JAPAN	Second half of June
TJIMAHU	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG.	JAVA	Second half of June	JAPAN	First half of July
TJIPANAS.	JAVA	First half of July	SHANGHAI	First half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 19th June, 1908.

# CHARGEURS REUNIS,

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chikwang, (Peking Tientsin.) Kobe, Yokohama, GANZO to Hongkong in 30 DAYS. NAPIER to Hongkong in 29 DAYS.

Unique Opportunity to make Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver  
Passengers to Overland and Europe }  
YOKOHAMA to VANCOUVER 18 DAYS  
YOKOHAMA to LONDON and PARIS 25 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brasil, La Pallice, Liverpool.

### PROPOSED SAILINGS:

AMIRAL EXELMANS 25th July	= MALTE	... 12th Oct.
OUSSANT	= CEYLAN	... 26th Nov.
	= CORSE	... 11th Jan. 09

No Passengers. Intermediate Class and Rates of Passage.  
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single-berth Cabins. All Round the World—Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine, SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 27th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 4th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 22nd June, 1908.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE of 12 days Across the Pacific in the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

### Proposed Sailings. (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	... SATURDAY, 4th July	... 25th July.
"EMPERESS OF CHINA"	6,155	... SATURDAY, 11th July	... 4th Aug.
"EMPERESS OF INDIA"	6,000	... SATURDAY, 18th July	... 11th Aug.
"EMPERESS OF AFRICA"	6,000	... SATURDAY, 25th July	... 18th Aug.
"EMPERESS OF AUSTRALIA"	6,000	... SATURDAY, 1st Aug.	... 25th Aug.
"EMPERESS OF EUROPE"	6,000	... SATURDAY, 8th Aug.	... 1st Sept.
"EMPERESS OF ASIA"	6,000	... SATURDAY, 15th Aug.	... 8th Sept.
"EMPERESS OF AMERICA"	6,000	... SATURDAY, 22nd Aug.	... 15th Sept.
"EMPERESS OF OCEANIA"	6,000	... SATURDAY, 29th Aug.	... 22nd Sept.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "EMPERESS" "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OR JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... £40, 2nd Class ... £24, 3rd Class ... £12.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "EMPERESS OF JAPAN" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Polder Street and Praya, opposite Blake Pier.

# EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATES OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	On 2nd July.
FOOCHOW & VLADIVOSTOK	"CIRONIA"	On 15th July.

For Further Particulars, apply to

MEIHOERS &amp; CO.,

Hongkong, 26th June, 1908.

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# THE DIRECTORY AND CHRONICLE

FOR  
CHINA, JAPAN, COREA, INDO-CHINA  
SIAM, STRAITS SETTLEMENTS,  
MALAY STATES, NETHERLANDS  
INDIA, PHILIPPINES,  
BORNEO, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA DIRECTORY  
AND  
THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE FAR EAST  
FOR  
1908.  
THE FORTY-SIXTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which European residents. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles packed with facts closely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo. Complete with Fifteen Maps, and Plans, pp. 1,720, \$10.00. Directory only pp. 1,200, \$6.00. Descriptions only pp. 520, \$3.00.

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